

## **Appendix “E”: Policy Excerpts**

### **North Oakville East Secondary Plan**

#### **7.2 COMMUNITY VISION**

##### **7.2.2 VISION**

North Oakville’s development as an urban community shall reflect Oakville’s distinct historical roots and small-town heritage and Trafalgar Township’s village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville’s unique landscape.

North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town’s reputation for excellence and its capacity to link the past, present and future.

The design of North Oakville East will generally reflect the “Transect”, a system of classification of human habitats from the most rural which is reflected in the natural heritage and open space system, to the most urban conditions, which is reflected in urban core areas. The goal of the transect-based system is to make it possible for North Oakville East to sustain a complete palette of neighbourhoods and employment opportunities.

In keeping with the Transect, North Oakville East is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

The character and pattern of the community will be significantly influenced by a planned natural heritage and open space system. This natural heritage and open space system is designed to protect the natural environment, provide a balance between active and passive recreation needs and contribute to the quality of life in North Oakville and the Town as a whole. A key component of the system will be the provision of an opportunity for residents and employees to use an extensive open space trail system.

The natural heritage and open space system helps to create definable neighbourhoods. These neighbourhoods will be known for their walkable streets and their central nodes, which will include civic uses such as a transit stop and mail services, and may include a few small shops and services. These nodes will be popular neighbourhood meeting places and will generally be located within a five minute walk of the entire neighbourhood.

The community will be well served by an interconnected transit network which will provide residents and employees opportunities for an attractive alternative travel mode within North Oakville, and connections to the rest of the Town, as well as transit facilities which serve the Region and the Greater Golden Horseshoe.

A business park located along Highway 407 provides a range of employment opportunities to residents of Oakville including prestige employment and office development at Trafalgar Road. The jobs available in the North Oakville East Secondary Plan Area, in combination with those jobs in the North Oakville West Secondary Plan Area, help to create a live-work community.

#### **7.3 COMMUNITY STRUCTURE**

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### **7.3.2 URBAN CORE**

The Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities including a full range of residential, retail and service commercial, entertainment, cultural, business and institutional uses. Mixed use development is encouraged. Ultimately it is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas St. and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important, but more secondary role.

## **7.5 COMMUNITY DESIGN STRATEGY**

### **7.5.15 DUNDAS URBAN CORE**

The Dundas Urban Core Area as designated on Figures NOE1 and NOE2 is intended to allow the creation of a band of mixed use development at high and medium densities along the Dundas St. corridor. Key design elements of this area include:

- a) Mixed use development shall be permitted throughout the Urban Core Area, however, retail and service commercial development shall be restricted to locations at the intersections with north/south streets.
- b) The full range of uses and densities of development, including live/work units, would be permitted throughout the Urban Core Area, with the exception that retail and service commercial development shall generally be located at the intersections of Minor Arterials, Avenues and Connectors with Dundas Street. It is also anticipated that the highest density uses would be encouraged to locate at these intersections.
- c) Where retail and service commercial development is permitted it will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment. These retail and service commercial uses may be in stand alone stores or in the ground floor of mixed use buildings. In areas of commercial development:
  - i. the principal public entrance should provide direct access onto the public sidewalk;
  - ii. the primary windows and signage should face the street;
  - iii. buildings facing the street should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;
  - iv. no parking, driveways, lanes or aisles should be permitted between the buildings and public sidewalks;
  - v. buildings should have a consistent setback and parking lots abutting the street should be limited and designed in accordance with the provisions of Section 7.5.7.1;

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- vi. the location and design of any large retail stores shall consider the design alternatives set out in Section 7.5.13 b); and,
  - vii. any commercial nodes including large retail stores should be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street should encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm.
- d) Minimum and maximum setbacks, densities and other standards will be implemented through the zoning by-law to ensure that development will result in the creation of an area which is compatible with this major transportation route in accordance with the policies of Section 7.5.5.7 and 7.5.5.8. No reduction in standards will be permitted unless it can be demonstrated that this objective can be achieved.

### **7.6 LAND USE STRATEGY**

#### **7.6.5 DUNDAS URBAN CORE**

##### **7.6.51 Purpose**

The Dundas Urban Core Area designation on Figure NOE2 is intended to allow the creation of a band of mixed-use development at medium and high densities with a clustering of retail and service commercial development and/or high-density buildings at the intersections with north/south streets.

##### **7.6.5.2 Permitted Uses, Buildings and Structures**

- a) The permitted uses shall be the full range of office, commercial, including retail and service commercial, health and medical, institutional and medium and high-density residential uses.
- b) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both mixed use and single use buildings shall be permitted. Commercial uses shall be restricted to locations in nodes primarily in mixed use buildings at the intersections with north-south roads, although single use retail and service commercial buildings will be permitted at such nodes in accordance with the applicable policies of Section 7.6.5, including 7.6.5.2 (c) and 7.6.5.3(c) and the design policies of Section 7.5, particularly 7.5.15.
- c) The total retail commercial development in this designation shall not exceed a total of 32,000 sq. metres gross leaseable floor area. Other commercial development such as financial institutions, service stations, restaurants and service commercial uses shall not be subject to this floor area limit. No single user or retail store shall exceed a maximum of 7,000 sq. metres of gross leaseable floor area. Of the total 32,000 sq. metres gross

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leaseable floor area, a maximum of 19,000 sq. metres of gross leaseable floor area, which may include supermarkets located at the Dundas/Neyagawa intersection.

- d) High density residential uses shall generally be clustered at the nodes.
- e) Stand-alone townhouses shall not be permitted adjacent to Dundas Street.

### **7.6.5.3 Land Use Policies**

- a) Development will be visually connected by establishing a coherent streetscape along Dundas Street through a number of design features and mechanisms, identified in the applicable urban design guidelines, including provisions for landscaping, signage, street furniture and other features in the public right of way, and guidelines for the siting and massing of adjacent buildings. Development will also be physically connected by road, transit, pedestrian and bicycle linkages.
- b) Building Heights
  - i. A minimum height of 3 storeys shall be permitted.
  - ii. A maximum building height of 8 storeys shall be permitted.
  - iii. A commercial building permitted as part of a comprehensive development, including implementing zoning, shall be a minimum height of 5 metres.
  - iv. In accordance with Section 7.6.2.2.a.v) increases of up to 4 storeys beyond the maximum permitted building height, exclusive of bonusing, may be considered where adjacent to a stormwater management pond.
  - v. Increases of up to 4 storeys beyond the maximum permitted building height may be considered through bonusing, subject to Section 7.10.2.

### **7.10.2 ZONING BY-LAW**

This Secondary Plan will be implemented by appropriate amendments to the Town’s zoning by-law in accordance with the policies of this Secondary Plan and Part F, Section 1.3 of the Official Plan, in conjunction with draft plans of subdivision or other specific development applications. With respect to the bonus provisions of Section 1.3 b), in addition to the matters listed, bonusing for development in the Trafalgar Urban Core may be considered for the provision of urban squares where the provision of such facilities would exceed the 5% parkland dedication requirements, municipal parking structures, underground parking, structures parking, and enhanced streetscape facilities. However, the maximum height of any building in Trafalgar Urban Core Area, including any bonus for height, shall be 30 storeys.

## **Town of Oakville Official Plan (2006)**

### **1.3.b) Bonus By-law Provisions**

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- i) Oakville may make use of bonus zoning to authorize increases in height and/or density of development beyond that permitted by the comprehensive by-law in return for the provision of such facilities, services, or matters as are set out in the bonus by-law. The use of bonus zoning shall be carefully controlled and shall only be undertaken after a thorough study of the effects of such a by-law. The Town may consider increased height and/or density with regard to the following matters and any other matters that secure the provisions of this Plan:
- Provision of additional public parking;
  - Provision of additional open space;
  - Provision of Natural Areas;
  - Provision of improved access to public transit;
  - Provision of arcades and public walkways within development;
  - Provision of assisted or other low income housing;
  - Provision of public institutional facilities;
  - Protection of heritage buildings and features;
  - Protection of significant vistas and views;
  - Provision of affordable housing, above and beyond the basic requirement of 25%.
- ii) A bonus by-law shall:
- Contain the detailed development standards that would apply when the bonus is awarded. If the bonus is not awarded, the standards of the basic zoning category assigned to the site would apply. These standards, of course, must comply with the policies of this Official Plan.
  - Set out how these standards relate to the conditions that are required to be met in order for the bonus standards to apply to the site;
  - Address the matters to be dealt with in the agreement. The reference in the by-law should not make the bonus award conditional on entering into the agreement. Rather, it should be clear that as part of the bonus being awarded and the bonus standards applying, the agreement will be entered into;
  - Be written in such a way to ensure that discretion cannot be applied. If the conditions to be met and bonus to be awarded are all agreed to and set out in an agreement, a further rezoning should not be necessary.